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IN 15/2343Z MAY 69 EWM

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IDEALIST JACKSON SCOPE SAINT II

SUBJECT: SCOPE SAINT II CRITIQUE

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[] FROM GEN ROSS

1. THE FOLLOWING SEQUENCE OF EVENTS AND CRITIQUE SUMMARY OF THE JOINT EXERCISE SCOPE SAINT II CONDUCTED DURING APRIL 1969 IS FORWARDED FOR YOUR INFORMATION. WISH TO EMPHASIZE THAT EVEN THOUGH THE TACTICAL EVALUATION MISSION WAS NOT COMPLETED, WE ARE PLEASED WITH THE EXERCISE AND FEEL THAT MANY IMPORTANT MILESTONES WERE REACHED.

A. SCOPE SAINT II SEQUENCE OF EVENTS:

15-17 APRIL SUPPORT AIRCRAFT (C-141) DEPARTED EDWARDS AFB, CALIF 15/2000Z WITH AN ENROUTE STOP AT LORING AFB. ARRIVAL TIME AT [] NO UNEXPECTED DELAYS 25X1A ENCOUNTERED.

17 APRIL U-2R DEPARTED EDWARDS AFB, CALIF 17/0200Z NONSTOP 25X1A TO [] ARRIVAL AT [] 25X1A

17 APRIL TAC EVAL MISSION ALERTED FOR 18/1000Z.

17 APRIL U-2R DAMAGED BY FORK LIFT APPROX 17/2000Z FORCING

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PAGE 2 [] 3248 S E C R E T

CANCELLATION OF TAC EVAL MISSION.

21 APRIL	U-2R REPAIRED AT 21/0700Z. FUNCTIONAL CHECK FLIGHT COMPLETED 21/1245Z.	25X1A
22 APRIL	U-2R TRAINING MISSION FLOWN FROM [] DURATION 4.5 HOURS.	25X1A
23 APRIL	U-2R TRAINING MISSION FLOWN FROM [] DURATION 4.3 HOURS.	
25 APRIL	REDEPLOYMENT OF U-2R TO EDWARDS AFB, CALIF DELAYED 24 HOURS DUE TO EXCESSIVE RUNWAY CROSS-WIND COMPONENT.	
26 APRIL	U-2R DEPARTED [] NONSTOP FOR EDWARDS AFB, CALIF ARRIVING AT 26/2105Z. TOTAL FLIGHT DURATION [] NO SIGNIFICANT PROBLEMS NOTED.	25X1A 25X1A
26 APRIL	C-141 REDEPLOYMENT FROM [] TO EDWARDS AFB VIA DOVER AFB COMPLETED []	25X1A 25X1A

B. OVERALL EVALUATION:

(1) THE STATED MAIN PURPOSE OF THIS DEPLOYMENT
WAS TO EVALUATE DETACH G'S CAPABILITY [] TO DEPLOY 25X1A
AND OPERATE THE U-2R. IN THIS REGARD, DETACH G AND PILOT
PERFORMANCE ON THIS DEPLOYMENT WAS CONSIDERED AS OUTSTANDING.

IN 25X1A

S E C R E T

25X1A

PAGE 3 [] 3248 S E C R E T

WHILE IT WAS UNFORTUNATE THAT THE INCIDENT WITH THE FORK LIFT HAD TO OCCUR, IT DID PROVE OUT THE RAPID RESUPPLY RESPONSE THAT HAS BEEN BUILT INTO THIS PROGRAM. DETACH G'S RECOVERY FROM THIS DAMAGE

WHEREIN IT WAS ABLE TO ACCOMPLISH THE TWO SORTIES AND ONE TEST HOP ALL WITHIN THE ORIGINALLY ALLOTTED TIME FRAME, WAS DEMONSTRATIVE OF THEIR "CAN DO" CAPABILITY. IN ANY EVENT THIS DEPLOYMENT HAS PROVEN THAT DETACH G CAN RAPIDLY DEPLOY AND OPERATE THE U-2R UNDER ADVERSE CONDITIONS ON A WORLD WIDE BASIS.

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(2) THE SECOND TASK ASSIGNED DETACH G, THAT OF FABRICATING [] ADAPTER KIT, WAS COMPLETED SATISFACTORILY. THIS KIT SHOULD SERVE VERY WELL TOWARDS REDUCING THE WEIGHT AND CUBE OF FUTURE DEPLOYING DETACHMENTS.

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(3) THE THIRD PURPOSE OF THIS OPERATION, THAT OF EXERCISING [] IN U-2 OPERATIONS WAS NOT COMPLETED IN THE DEGREE ORIGINALLY PLANNED. IT IS HOPED THAT ON FUTURE OPERATIONS MORE CAN BE ACCOMPLISHED IN THIS AREA.

C. PREDEPLOYMENT PREPARATIONS

(1) COORDINATION BETWEEN JACKSON AND IDEALIST HQS--THE PREDEPLOYMENT PLANNING MEETINGS IN [] AND

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PAGE 4 3248 S E C R E T

WASHINGTON WERE EFFECTIVE. THESE MEETINGS ENABLED BOTH OF THE HQS STAFF TO IDENTIFY AND SOLVE, IN ADVANCE, MOST OF THE PROBLEM AREAS THAT OTHERWISE MIGHT HAVE LIMITED THE SUCCESS AND MAGNITUDE OF SCOPE SAINT II.

(2) USAF COORDINATION--THIS COORDINATION WAS ALSO EFFECTED IN A SMOOTH MANNER. THIS PRECOORDINATION ALLOWED FOR AN EFFORTLESS TRANSFER OF DETACH G DEPLOYMENT KIT TO A NEW TYPE (C-141) PRIMARY SUPPORT AIRCRAFT.

(3) DETACH G COORDINATION--THIS COORDINATION WAS AGAIN EFFECTIVE. IN THIS CASE THE DETACH HAD MANY NEW PROBLEMS TO COPE WITH, I.E., DEPLOYING AND OPERATING THE U-2R FOR THE FIRST TIME, USING A C-141 AS A BUDDY AIRCRAFT AS WELL AS FOR SUPPORT AIRLIFT, ETC. IN ALL CASES THESE PROBLEMS WERE SOLVED PRIOR TO THE DEPLOYMENT.

D. DEPLOYMENT/REDEPLOYMENT

(1) COMMAND AND CONTROL THROUGHOUT THE DEPLOYMENT/REDEPLOYMENT WAS GENERALLY CONSIDERED AS OUTSTANDING. IT WAS CONSIDERED LIKELY THAT MORE SUPERVISORY CONTROL OF THE AREA IMMEDIATE TO THE U-2 AT COULD POSSIBLY HAVE PREVENTED THE INFAMOUS FORK LIFT INCIDENT.

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IN 75446

S E C R E T

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PAGE 5 3248 S E C R E T

(2) THE OPERATIONS FUNCTIONS WERE ALSO CONSIDERED AS OUTSTANDING. THE SCHEDULED U-2 FLIGHTS, THE C-141 JOIN UP PROCEDURES, AND ALL AREAS OF THIS FUNCTION CAME OFF WITHOUT A HITCH.

(3) THE COMMUNICATIONS PLAN FOR THIS DEPLOYMENT WAS COMPLICATED AND VERY DIFFICULT TO ACCOMPLISH. IT IS A KNOWN FACT THAT WHEN EVERYTHING GOES PERFECTLY IN COMMO THERE IS GENERALLY NOTHING SAID ABOUT IT. THIS WAS CERTAINLY THE CASE ON THIS DEPLOYMENT.

(4) THE MATERIEL PORTION OF THIS DEPLOYMENT DESERVES THE MAJOR CLAIM FOR THE SUCCESS OF THIS OPERATION. THE PROGRAM OF REDUCING OUTSIZE A.G.E. TO COLLAPSIBLE MOBILE PROPORTIONS, WHERE IN THE LOADING OF THE C-141 WOULD BE WITHIN CUBE AND WEIGHT LIMITATIONS, PAID OFF IN MANY DIVIDENDS ON THIS DEPLOYMENT. ADDITIONALLY THE FACT THAT THE U-2R DEPLOYED, FLEW THREE SORTIES, AND REDEPLOYED WITH ONLY MINOR WRITE-UPS SPEAKS FOR ITSELF AS TO THE OUTSTANDING AIRCRAFT MAINTENANCE ABILITY OF THE DETACHMENT.

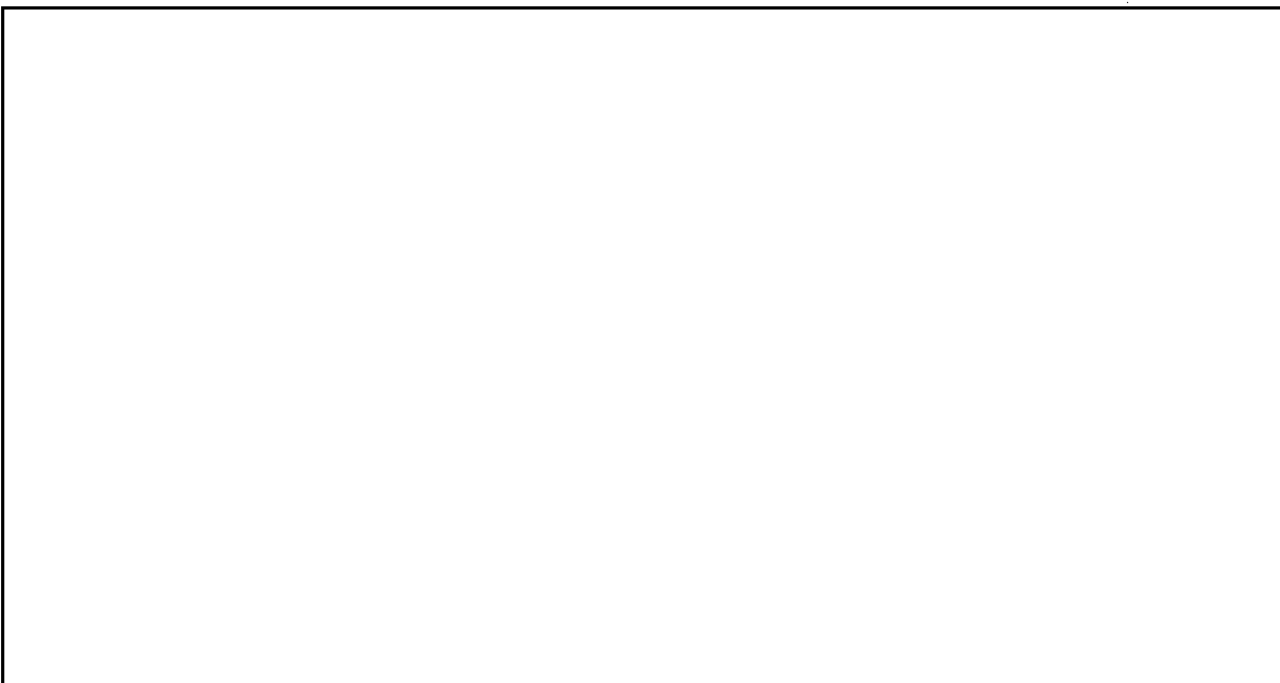
(5) DETACHMENT G SECURITY STAFF DEMONSTRATED THEIR CAPABILITY TO PERFORM ON A DEPLOYMENT IN A HIGHLY PROFES-

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PAGE 6 3248 S E C R E T

SIGNAL MANNER. HOWEVER, NEW PROCEDURES ARE BEING FORMULATED WHICH WILL MORE EFFECTIVELY SAFEGUARD DEPLOYED AIRCRAFT FROM ACCIDENTAL DAMAGE.

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(7) THE LONG RANGE WEATHER FORECASTING TASK FOR THIS DEPLOYMENT WAS, AS USUAL, DIFFICULT; HOWEVER, THE FORECASTS GIVEN WERE CONSIDERED TO BE OUTSTANDING.

E. SIGNIFICANT ITEMS NOTED

(1) THE LONG RANGE CAPABILITY OF THE U-2R WAS DRAMATICALLY DEMONSTRATED. IT IS POSSIBLE THAT THE RETURN

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PAGE 7 3248 S E C R E T

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FERRY FLIGHT SET NEW RECORDS FOR UNREFUELED SINGLE ENGINE JET AIRCRAFT WITH ITS FLIGHT TIME.

(2) PILOT FATIGUE IS NOT A FACTOR ON LONG RANGE U-2R FLIGHTS.

(3) THE SUPPORT PROVIDED BY THE C-141 AIRCRAFT APPEARS TO ADEQUATELY MEET ALL OF THE DETACHMENT'S REQUIREMENTS FOR FAST MOVE DEPLOYMENTS.

(4) THIS DEPLOYMENT HAS PROVEN THE PHASE I CONCEPT. (FAST MOVE WITH MINIMUM A.G.E. AND LOGISTICAL SUPPLIES.)

(5) THIS DEPLOYMENT HAS PROVEN THE DETACHMENT'S FLEXIBILITY OF RESPONSE TO EVER CHANGING SITUATIONS AND ADVERSITY.

F. FOLLOW UP REQUIREMENTS:

(1) FURTHER STUDIES WITH USAF ARE REQUIRED TO INCREASE THE UTILIZATION OF THE C-141 AS THE PRIMARY SUPPORT AIRCRAFT FOR THE DETACHMENT.

(2) THE PREPOSITIONING OF THE U-2'S JPTS FUEL AT VARIOUS LOCATIONS THROUGHOUT THE WORLD NEEDS TO BE STUDIED.

(3) SPECIFICATIONS ON (FOR SUPPORT AIRCRAFT) FUEL WITH THE ANTI ICING BLENDER NEEDS TO BE OBTAINED.

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25X1A

PAGE 8 3248 S E C R E T

(4) A REVIEW OF THE REQUIREMENTS FOR THE SUPPORT AIRCRAFT TO "BUDDY" WITH THE U-2 IS IN ORDER.

(5) DEVELOPMENT OF LONG RANGE PLANS FOR THE NEXT IDEALIST JACKSON DEPLOYMENT SHOULD BE INITIATED IN THE NEAR FUTURE.

3. IN SUMMARY ALL ON OUR SIDE CONSIDER THE EXERCISE A NOTEWORTHY SUCCESS AND WE ARE LOOKING FORWARD TO OUR NEXT DEPLOYMENT(S) FOR CONTINUED SUCCESSES. WOULD APPRECIATE ANY COMMENTS YOU DEEM APPROPRIATE.

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